

PROCEEDINGS IN CONGRESS.

Senators Show Their Preferences in the Discussion of the Inter-State Commerce Bill.

The Indian Appropriation Bill—Oklahoma Lands and Other Kindred Matters.

FORTY-EIGHTH CONGRESS.

The Senate.

WASHINGTON, Jan. 21.—A resolution was agreed to calling upon the Secretary of the Treasury for any further correspondence in his department relating to the collection or postponement of the payment of tax on distilled spirits.

The Chair laid before the Senate Mr. Plumb's resolution, offered yesterday, requesting the President to advise the Senate as to his views of the present status of the lands known as "Oklahoma lands." Owing to Mr. Plumb's absence Mr. Ingalls wished it to go over till to-morrow.

Mr. Vest offered a substitute for the resolution, providing that the Secretary of the Interior shall communicate with the authorities of the Creek and Seminole nations of Indians to ascertain upon what terms they will convey to the United States their rights to the Oklahoma land. It then went over.

The Senate then took up the Inter State Commerce bill.

Mr. Coke said there was no amendment to the Senate bill that would accord with the theory on which the bill was founded would make it a practical measure. The House (or Reagan bill) was a conservative and practical measure. For that bill, Mr. Coke invoked the candid consideration of the Senate. He maintained that in its principles it was simply a codification of common law. Under the common law common carriers were prohibited from charging unreasonable rates and discriminating against individuals, and were also prohibited from pooling. Railroad companies exercised a part of the sovereignty of a State by condemning land for their own use. Such exercise was public trust, and the public were, therefore, entitled to know all about railroad administration.

Mr. McKim inquired whether, if pool rates were reasonable, there would be any need to prohibit pooling.

Mr. Coke replied the courts of the State of New York had decided it to be an illegal pool, composed of twelve poor canal men, who scraped together money enough to buy boats of their own; how, therefore, could a pool of forty great railroads, which now controlled the commerce of the country, be legal? That pool, said Coke, with emphasis, has openly defied all power and authority of the State. (Applause in the galleries.)

Messrs Morgan and Harrison asked why the bill was needed at all if the common law supplied a sufficient remedy.

Mr. Coke replied that the necessity for the bill was found in the fact that railroads denied the power of Congress to deal with the business involved. The people, he contended, were not times did wrong, but were a little time and they would remedy the wrongs they had inflicted. The "sober second thought" of the people was the "perfection of human wisdom." Mr. Coke took up the Senate bill in detail, and criticized its provisions. Each of the nine commissioners, he said, would have five States under his supervision. Could he hear one in ten of the cases coming before him? Should witnesses be brought from the remotest corners of the United States to get an "opinion" from a commissioner? The Reagan bill was a "people's bill." Under it the questions at issue were to be examined by the Courts at the homes of citizens where the witnesses lived, and not at Washington, which might be 1,000 miles from the field of operations. Mr. Coke severely criticized Charles Francis Adams Jr., who, he said, after having asserted that the railroads were "establishing a despotism, and that no spasmodic popular action could shake it off," was now advocating the consolidation or federation of all the railroads in the country under one head. In the days of his impartiality, Adams saw the evils of a great railway combination. Since he had got to be "cheek by jowl" with Jay Gould, he saw no harm in them. Mr. Coke insisted that the great railroad companies were the most lawless bodies with which the Government had ever had to deal, and the passage of the Reagan bill would, in his opinion, have greater moral effect on them than anything Congress could do.

On the conclusion of Mr. Coke's remarks a message was received from the House announcing the death of Hon. John Hamilton Evans, late Representative of Congress from South Carolina.

On motion of Mr. Hampton the message was at once taken up, and Mr. Hampton offered a resolution fittingly expressing the sense of the Senate on the decease of Mr. Evans. Mr. Hampton, in offering the resolution, said the deceased gentleman had been a close and dear friend of his; that justice to his memory needed not the language of pangs, but the calm and sober language of truth. Mr. Hampton then paid an eloquent and feeling tribute to the memory of his friend.

Mr. Frye, who had served in the Forty-sixth Congress with Evans, expressed in warm and feeling terms his high personal regard for him, and the hope that God may temper the heavy blow to his wife and children.

Mr. Butler also spoke fittingly in eulogy of the deceased. The Senate then, on the motion of Mr. Butler, as a mark of respect to Mr. Evans, adjourned.

The House.

Mr. Kelley, from the Committee on Ways and Means, reported a bill to authorize the establishment of export tobacco manufacturing, and allowing drawbacks on imported articles used in manufacturing exported tobacco. The report accompanying the bill states that for many years a large business has been done in the exportation of manufactured tobacco, and that at this time more than 10,000,000 pounds per annum of tobacco manufactured in the United States is exported for consumption in foreign countries. In the course of manufacturing this tobacco large quantities of sugar, licorice, paste, rosin, alcohol, and other articles are used, on which customs duties or internal revenue tax are levied and collected by the United States. The duties and taxes add so materially to the cost of manufacture that American manufacturers for export find themselves at a great disadvantage in foreign markets in competition with manufacturers of other countries. The committee thinks it will be to have American manufactured tobacco exported to foreign countries relieved from this burden, thus stimulating and increasing our foreign trade in this important article of manufacture.

Mr. Dibble, from the Committee on Agriculture, reported the Agricultural Appropriation bill.

The House then went to the Committee of the Whole on the Indian Appropriation bill.

The bill was then read by sections for amendments.

Mr. Burns moved to amend the paragraph appropriating \$45,000 for the payment of interest to the Creek Indians, by adding a proviso that no part of this sum shall be paid until the Creek Nation shall make and file an acceptance and ratification of the survey made under the treaty, and also a statement in writing releasing the United States from a seeming trust created by the treaty as to half the lands sold to the United States by that treaty. (It is under this treaty that the Oklahoma lands were ceded to the United States.) The House, said Mr. Burns, had been told that a state of war existed at Oklahoma, and the settlers were now face to face with their destiny, that destiny being under the command of the United States Army. There could be no fair-minded man who would claim that this Oklahoma territory was not subject to a trust created by the treaty by which it was added to United States. These settlers had not the right to go on the Oklahoma lands. He said this in the face of valued and esteemed constituents, some of whom were desirous of going on these lands. He warned members of the committee that the blood which might be shed in that conflict would be on their heads if they hesitated now and here to speak out loudly to people that they had no right to invade this Oklahoma country at this time. Let Congress compromise this matter and save threatened bloodshed. Let this amendment be adopted and a compromise made. Why all this trouble and commotion about 5,000 square miles embraced in the Oklahoma strip?

Mr. Perkins contended that the Indians' title to the Oklahoma country had been extinguished.

Mr. Ellis made a point of order against the amendment, and it was sustained by the Chair.

Mr. Rogers, of Arkansas, offered an amendment which provided that no part of the money shall be paid unless the Creek Nation shall, within twelve months, make and file in the office of the Secretary of State an acceptance and ratification of the survey made and approved by the Department under the treaty of June 14, 1866, and the additional lands acquired by the United States under the provisions of the treaty. Adopted.

Mr. Burns moved to strike out the paragraph, and in the course of his remarks declared that Oklahoma to-day was practically in the possession of the cattle companies. The land was covered with cattle as thick as a carcass was with flies. Cattle covered every acre of it, to the exclusion of individual settlers. Let Congress investigate the subject, for on the settlement of the Oklahoma question depended the blood of American citizens. The motion to strike out was lost.

In the discussion, which took somewhat of a conversational tone, between Holman and Ellis upon certain paragraphs of the bill, words of a warm nature passed between the two gentlemen which were not generally heard by the members. Holman had been making a five minute speech, when Ellis suggested that the remarks made by Holman had been cogitated upon for some days, but that they should have been directed to a subsequent session.

Mr. Holman replied that the gentleman should be more truthful in estimating the time during which he (Holman) studied his speeches.

Mr. Ellis angrily retorted that he would permit no man to impugn his truth here or elsewhere, and if anyone did so he would hold him to his responsibility.

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Mr. Holman replied that the gentleman should be more truthful in estimating the time during which he (Holman) studied his speeches.

Mr. Ellis angrily retorted that he would permit no man to impugn his truth here or elsewhere, and if anyone did so he would hold him to his responsibility.

Mr. Holman retorted that he had heard such language before, and it was the language of timidity. The matter here dropped.

After concluding the consideration of twenty-one pages of the bill the committee rose, and public business having been suspended, the House proceeded to the consideration of the Senate resolutions relating to the death of Senator Anthony, of Rhode Island.

Eulogistic addresses upon the private life and public services of the deceased Senator were delivered by Chase, Spooner, Kelly, Poland, Morse and Keffer, and then the House, as an additional mark of respect for the memory of the deceased, adjourned.

"What is that row about in that house across the way?" "Why, the little boy has a severe attack of malarial fever and is delirious, and it takes father, mother and nurse to hold him in bed." "What fools those mortals be," the man said, as he carried over a box of Victoria Pills, and kindly presented them to the fond parents. The boy got well.

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OLDENTIMES

The formula by which Miesher's Herb Bitters is compounded is over two hundred years old, and of German origin. The entire range of proprietary medicines cannot produce a preparation that enjoys so high a reputation in the community where it is made as

MIESHER'S HERB BITTERS.

It is the best remedy for Kidney and Liver Complaints, Dyspepsia, Cramp in the Stomach, Indigestion, Malaria, Periodical Complaints, etc. As a Blood Purifier, it has no equal. It tones the system, strengthening, invigorating and giving new life.

The late Judge Hayes, of Lancaster Co., Pa., an able jurist and an honored citizen, once wrote: "Miesher's Herb Bitters is very widely known, and has acquired a great reputation for curing various diseases. I have used myself and in my family several bottles, and I am satisfied that the reputation is not unwarranted."

MIESHER HERB BITTERS CO., 525 Commerce St., Philadelphia.

Parker's Pleasant Worm Syrup Never Fails

BALL'S

CORSETS

THE ONLY CORSET made that can be returned by its purchaser after three weeks wear, if not found to perfectly satisfy the wearer. Made in a variety of styles, and sold by all druggists and corset makers. Beware of worthless imitations. Know the genuine. CHICAGO CORSET CO., Chicago, Ill.

CITY ADVERTISEMENTS.

Sale for Street Improvement.

By virtue of a certain precept to me directed by the Mayor of the City of Indianapolis, Indiana, and duly attested by the Clerk of said city, under the corporate seal of said city, I will on

SATURDAY, JANUARY 24, 1885,

Sell at public auction, at the City Court Room, between the hours of 10 o'clock a. m. and 4 o'clock p. m. of said day, the following described lot, or parcel of land, or so much thereof as may be necessary to satisfy the sum hereinafter named as assessed against such premises for street improvement and all costs, to-wit:

Lot No. Seventy-three (73) in Ingram Fletcher's subdivision of Ingram Fletcher's addition to the city of Indianapolis, Marion County, Indiana, owned by John C. Noble, against which is assessed the sum of sixty-one dollars and fifty-eight cents (\$61.58) for street improvement, in favor of Jacob D. Hoss & Co., contractors.

ISAAC N. PATTERSON, City Treasurer.

Indianapolis, Ind., January 21, 1885.

Sale for Street Improvement.

By virtue of a certain precept to me directed by the Mayor of the City of Indianapolis, Indiana, and duly attested by the Clerk of said city, under the corporate seal of said city, I will on

SATURDAY, FEBRUARY 14, 1885,

Sell at public auction, at the City Court Room, between the hours of 10 o'clock a. m. and 4 o'clock p. m. of said day, the following described lot, or parcel of land, or so much thereof as may be necessary to satisfy the sum hereinafter named as assessed against such premises for street improvement and all costs, to-wit:

Lot No. One (1) in Ingram Fletcher's subdivision of Ingram Fletcher's Oak Hill addition to the city of Indianapolis, Marion County, Indiana, owned by John C. Noble, against which is assessed the sum of sixty-one dollars and fifty-eight cents (\$61.58) for street improvement, in favor of Jacob D. Hoss & Co., contractors.

ISAAC N. PATTERSON, City Treasurer.

Indianapolis, Ind., January 22, 1885.

Sale for Street Improvement.

By virtue of a certain precept to me directed by the Mayor of the City of Indianapolis, Indiana, and duly attested by the Clerk of said city, under the corporate seal of said city, I will on

SATURDAY, FEBRUARY 14, 1885,

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Ten (10) feet north side of lot No. ninety-four (94) in Davidson's subdivision in the city of Indianapolis, Marion County, Indiana, owned by Frank McWhinney, against which is assessed the sum of two dollars and fifty cents (\$2.50) for street improvement, in favor of Hanway & Cooper, contractors.

ISAAC N. PATTERSON, City Treasurer.

Indianapolis, Ind., January 22, 1885.

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Lot No. six (6) in Reese, Cole & Co.'s subdivision of A. E. Fletcher's fourth addition to the city of Indianapolis, Marion County, Indiana, owned by Mildred and Warren Laird, against which is assessed the sum of twenty-seven dollars and ninety cents (\$27.90) for street improvement, in favor of J. D. Hoss & Co., contractors.

ISAAC N. PATTERSON, City Treasurer.

Indianapolis, Ind., Jan. 22, 1885.

CITY ADVERTISEMENTS.

Notice to Contractors.

OFFICE OF CITY CIVIL ENGINEER, 1 INDIANAPOLIS, JAN. 20, 1885.

Notice is hereby given that sealed proposals will be received by the Common Council of the city of Indianapolis on Monday evening, February 2, 1885, as follows, to-wit:

No. 4.—(S. O. 21, 1884.) For grading and graveling Beecher street and sidewalks, from Shelby street to the first street east of Shelby street. This location street and sidewalks, from Shelby street to the first street east of Shelby street, according to stakes set by the City Civil Engineer, on the following grade, to-wit: Beginning at the east line of Shelby street, and running to station 3 plus 10 feet, the west line of the first street east of Shelby street on an ascending grade of .15 of a foot per hundred feet, and the roadway grade to a width of twenty (20) feet, and to a depth of fifteen (15) inches, in the center sloping to five (5) inches at the sides, with the best quality of raked Pleasant Run gravel. The sidewalks to be graded to a width of six (6) feet and eight (8) inches, and to a depth of eight (8) inches, with the best quality of raked gravel.

All work to be done according to plans on file in the office of the City Civil Engineer, and to his entire satisfaction.

No. 5.—(S. O. 120, 1884.) For grading and graveling the first alley north of Third street from West street to the first alley west of West street, to be graded according to stakes set by the City Civil Engineer on the following grade to-wit: Beginning at West street and running to station 1 plus 10 feet on an ascending grade of .15 of a foot per hundred feet, and graveling to its full width with the best quality of raked river or Fall Creek gravel. Gravel to be spread to a depth of ten (10) inches.

All work to be done according to plans on file in the office of the City Civil Engineer, and to his entire satisfaction.

No. 6.—(S. O. 145, 1884.) For grading and graveling the first alley south of St. Joseph street, from Illinois street to the first alley east of Illinois street.

That the first alley south of St. Joseph street, from Illinois street to the first alley east of Illinois street, be graded according to stakes set by the City Civil Engineer, on the following grade, to-wit: Beginning at station zero, the east line of Illinois street, and running to station 19 feet, the west line of the first alley east of Illinois street, on an ascending grade of .25 of a foot per hundred feet, and graveling to its full width with the best quality of raked river or Fall Creek gravel to a depth of ten (10) inches.

All work to be done according to plans on file in the office of the City Civil Engineer, and to his entire satisfaction.

No. 7.—(S. O. 147, 1884.) For grading and paving with brick the south sidewalk of Broadside avenue, from Clifford avenue to Omer street.

That the south sidewalk of Broadside avenue, from Clifford avenue to Omer street, be graded according to stakes set by the City Civil Engineer on the following grade, to-wit: Beginning at Clifford avenue and running to station four (4) plus eight (8) feet, the south line of Omer street, on a regular ascending grade of forty-four (44) of a foot per hundred feet, and six (6) feet of the inner portion thereof paved with the best quality of smooth, hard-burned paving bricks, placed upon eight (8) inches of sand, curb to be formed on the sides of said sidewalk, and a half-inch black brick on their longest edge, brick when laid, to be brought to a smooth surface by a paver's heavy roller, and each of said bricks to be finished with a half-inch coat of screened sand.

The lawns to be a width of five (5) feet outside of the brick walk, and smoothly dressed up with sand and left perfectly smooth, and to a depth of the pavement.

All work to be done to the entire satisfaction of the City Civil Engineer, and according to plans on file in his office.

No. 8.—(S. O. 149, 1884.) For grading and graveling the first alley south of Broadside avenue and Omer street, from Clifford avenue to its eastern terminus.

That the first alley south of Broadside avenue and Omer street, from Clifford avenue to its eastern terminus, be graded according to stakes set by the City Civil Engineer, on the following grade, to-wit: Beginning at the north line of Clifford avenue and running to station six (6) plus 10 feet, the eastern terminus of said alley, on an ascending grade of .40 of a foot per hundred feet, and graveling to its full width with the best quality of raked river or Fall Creek gravel, and spread to a uniform depth of ten (10) inches. The sides of said alley in all fills to be banked up to a height of the gravel.

All work to be done according to plans on file in the office of the City Civil Engineer, and in all respects to his entire satisfaction.

No. 9.—1885.—For painting the bridges over the railroad tracks, from the roadway of Alabama street, from Pogue's Run to the C. I. St. L. and C. Railroad tracks.

That the roadway of Alabama street, from Pogue's Run to the C. I. St. L. and C. Railroad tracks, be graded according to stakes set by the City Civil Engineer on the following grade, to-wit: Beginning at station zero, Pogue's Run, and running to station 8, the C. I. St. L. and C. Railroad tracks, on an ascending grade of .15 of a foot per hundred feet, and bowled full width, six (6) feet, with the best quality of bowlders, placed upon twelve (12) inches of sand, and bowlders to be used whose greatest diameter is more than ten (10) or less than four (4) inches; bowlders to be rammed the four times and left uncovered until approved by the engineer, and then finished with a two (2) inch coat of sand.

All work to be done to the entire satisfaction of the City Civil